

## By Popular Request, (cont.)



Figure 3A:  
Existing conditions at Dinner Gulch



Figure 3B:  
Visual simulation of reduced radius curve at Dinner Gulch



Figure 4A:  
Existing conditions at most narrow section  
roadway



Figure 4B:  
Visual simulation of proposed project to widen  
section to 2 lanes

As found at Dinner Gulch (figure 2A), tight horizontal curves for one car lane currently follow the ravine contours, reducing safe driving speeds. As seen in figure 3B, the project proposes to pull out the curve from the ravine for a gentler curve radius, allowing more consistent traveling speeds and widening the road to one lane in either direction. Also, the area between the existing road and the new road would be filled. The fill in the ravine would be sculpted to provide a channel for the drainage and blended with existing cut slopes so that the slopes appear natural around the ravine. The gentler slopes would promote the quick re-establishment of native plants and potential wetland habitat areas. There are six ravines where the roadway would be similarly adjusted.

Figure 4A depicts the most narrow one-lane portion (as narrow as 10 feet [3.3 meters] wide) of Segment 5. The proposed project, as simulated in figure 4B, illustrates how the roadway would be cut into the slope with a gentle curving alignment providing open vistas where there are currently forested areas. The slopes would be reclaimed and revegetated. Some portions of the road would require a guardrail.

## And the Mountain Does NOT Come Tumbling Down

Everyone has seen old movies of rock blasting where there is a huge explosion and rocks go flying through the air. But modern rock blasting is a very different process. This method requires a calculated plan based on geologic studies, the density of the rock, the amount of material to be removed, and other variables. This method also places a high emphasis on the safety by continuing and controlling the process tightly.

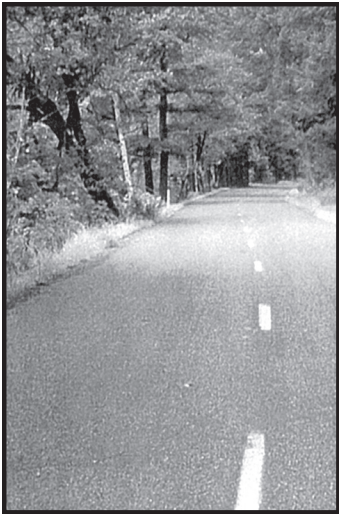
Here's how blasting works. A series of holes are drilled along a rock slope plain to form a fracture

line. The explosives are then placed in the holes and set off with an air-pressure device in sequence to direct the stress along the series of holes for a limited depth. During the blast, the rock lifts slightly and settles back in place. The material is then removed with backhoes and bulldozers before the next shelf is blasted. Because some material may roll on to the roadway below, the road would be closed during blasting operations. This blasting technique may be required within Segments 4 and 5 of the project.

## Current Assessment of Potential Project Impacts

While the results are not final, please review our current assessment of potential project impacts.

Alternative 1: No Action		Alternative 2: Improved Roadway	
Resource	Impacts	Construction Impacts (Short Term)	Operational Impacts (Long Term)
Traffic	<i>No Effect</i>	<i>Effect:</i> Traffic delays	<i>Beneficial Effect:</i> Improved safety
Land Use	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Community	<i>Effect:</i> Potential to lose accessibility	<i>Effect:</i> Less ease of circulation and movement	<i>Beneficial Effect:</i> Increase of long-term economic viability through improved access
Economic	<i>Effect:</i> Potential to lose economic viability if roadway becomes more impassible	<i>Effect:</i> Delays in daily deliveries and access to tourism destinations  <i>Beneficial Effect:</i> Creates jobs and brings money into the community through construction workers spending	<i>Beneficial Effect:</i> Increase of long-term economic viability through improved access
Noise	<i>No Effect</i>	<i>Effect:</i> Temporary construction noise disturbance	<i>No Effect</i>
Air Quality	<i>No Effect</i>	<i>Effect:</i> Temporary dust	<i>No Effect</i>
Water Quality	<i>Effect:</i> Ongoing erosion into waterways	<i>Effect:</i> Potential temporary impacts will require preventative measures	<i>Beneficial Effect:</i> Reduction of erosion into waterways
Wetlands	<i>Effect:</i> Ongoing erosion into wetlands	<i>Effect:</i> Impacts to several small wetlands totalling less than a half acre (new wetlands will be created as mitigation)	<i>Beneficial Effect:</i> Net increase in wetland area
Floodplains	<i>Effect:</i> Road remains in the 100-year floodplain	<i>Effect:</i> Temporary work inside floodplain	<i>Beneficial Effect:</i> Road will be raised outside of floodplain
Invasive Weeds	<i>Effect:</i> Some transport of weeds by motor vehicles	<i>Effect:</i> Potential to spread weeds will require preventative measures	<i>Effect:</i> Some transport of weeds by motor vehicles
Visual and Aesthetics	<i>No Effect</i>	<i>Effect:</i> Cut and fill activities are expected to create visual impacts	<i>Effect:</i> Replacement vegetation will take several years to mature
Historic & Archaeology	<i>No Effect</i> beyond existing effects	<i>Effect:</i> May affect 1 site	<i>Effect:</i> Potential loss of 1 site
<b>Wildlife</b>			
Threatened and Endangered Species	<i>No Effect</i> beyond existing effects	<i>Effect:</i> Construction noise may affect bald eagle and spotted owl; disturbance of habitat for Trinity bristlenail, bald eagle, and spotted owl; some disturbance within Northern spotted owl critical habitat	<i>Effect:</i> Replacement vegetation will take several years to mature
Species of Concern	<i>No Effect</i> beyond existing effects	<i>Effect:</i> Disturbance of habitat for flammulated owl; and minor impacts to foothill yellow-legged frog, northwestern pond turtle, and American dipper habitats	<i>Effect:</i> Replacement vegetation will take several years to mature
U.S. Forest Service Survey and Management Species	<i>No Effect</i> beyond existing effects	<i>Effect:</i> Disturbance of habitat for hooded lancetooth snail and Trinity shoulderband snails	<i>Effect:</i> Replacement vegetation will take several years to mature



# Hyampom Road Will Follow both CEQA and NEPA Processes

The California Environmental Quality Act (CEQA) applies to all discretionary activities proposed to be carried out or approved by California public agencies. Likewise, the National Environmental Policy Act (NEPA) applies to all federal actions. For Hyampom Road the FHWA will provide construction funding and oversight and the County will participate by acquiring rights-of-way and will provide future maintenance of Hyampom Road, both environmental processes will be followed.

Trinity County will assume the lead agency role in managing the CEQA process. A Notice of Preparation was released by Trinity County on May 25, 2004 to solicit comments on the proposed project. The County will use the federal NEPA document in place of a CEQA Environmental Impact

Report (EIR) or a joint CEQA/NEPA document will be prepared. Either way, there will be a single environmental document and only one public comment period for both CEQA and NEPA processes. Stay tuned for public review of the environmental document this winter.

**PLEASE NOTE: As of June 21, 2004, the Federal Highway Administration Office has a new address:**

Federal Highway Administration  
Attention: Stephanie Popiel  
12300 W. Dakota Avenue, Ste 280  
Lakewood, CO 80228

You can reach Stephanie Popiel, Staff Environmental Engineer, directly, at her new phone number: (720) 963-3690.  
Her e-mail address is the same:  
[Stephanie.Popiel@fhwa.dot.gov](mailto:Stephanie.Popiel@fhwa.dot.gov).

**We've Moved!**



**BOX HOLDER  
HAYFORK, CA 96041**

**ATTN: MS. STEPHANIE POPIEL  
FEDERAL HIGHWAY  
ADMINISTRATION  
C/O TRINITY COUNTY  
DEPARTMENT OF  
TRANSPORTATION  
P.O. BOX 2490  
WEAVERVILLE, CA 96093-2490**

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# HYAMPOM ROAD PROJECT UPDATE

California Forest Highway 114, Hyampom Road  
Shasta-Trinity National Forest  
Trinity County, California

Spring/Summer 2004

## By Popular Request, an Artist's Interpretation of the Proposed Reconstructed Hyampom Road

Four key project locations were selected to visually portray the relative change along Hyampom Road as a result of roadway reconstruction. The visual simulations reflect the



Figure 1A:  
Existing conditions along Hayfork Creek in  
Segment 2



Figure 1B:  
Visual simulation of proposed project  
in Segment 2

project as it may look five years following construction, when vegetation begins to become re-established.

As reflected in figure 1A and figure 1B, changes in Segment 2 are subtle. In this

example, the roadway would be raised up and repositioned further away from Hayfork Creek to minimize flooding effects. The slopes would continue to be gradual enough for vegetation to be re-established.

Segment 5, would experience the biggest change from current conditions. All the following visual simulations occur in Segment 5.



Figure 2A:  
Existing conditions revealing frequent horizontal  
curves in narrow 1-lane portions of Segment 5

As seen in this series of S-curves in figure 2A, the line of sight and lack of pullouts make meeting another car head-on a high probability. The proposed roadway project would continue to be curvy, though more gradual. The lack of mature trees on the new downward slope may open views across Hayfork Creek. Other changes include guardrail in some sections, wider pavement width, drainage curbs, and more gravel turn-outs.

(By Popular Request, continued on following page)



Figure 2B:  
Visual simulation of how proposed project  
could improve sight distances while maintaining  
curves in roadway



Central Federal Lands  
Highway Division

TRINITY COUNTY



## Come See Us Again at the Trinity County Fair

In August of 2002, the Federal Highway Administration (FHWA) hosted a booth at the Trinity County Fair to solicit input on the Hyampom Road Project. Two years later, the environmental analysis is almost finished, so the FHWA would like to provide an update in person, back at the Trinity County Fair. Come see the color versions of the visual simulations in person. The booth will be located in Building A.